

Miller & Rhoads

Mail Orders Filled at Advertised Prices.

Boys' Knee Pants, 48c

Better values than you've seen this winter at the price. They're made to wear well and look well. If your boy needs a pair, or is likely to need a pair in the near future, by all means come here to-day and look at these pants.

All wool, fancy chevrons, taped and double stitched seams; nothing skimpy about the cut of these garments.

Men's Wayne Knit Hose, 19c

Better than any foreign-made Hose that sell for 25c, and just as good as any domestic Hose that sell for 25c, except the kind the Wayne Knit Mills make at the latter price. Medium weight, black, full fashioned Hose, double sole, spliced heel and toes, 19c.

Out Men's Hose at 12 1-2c is famed as the best in Richmond at that price. Seamless, double sole, fast black, serviceable—a remarkably good value at 12 1-2c.

May Mantion Patterns, 10c; by mail, 12c.

DRAGGED HIM BACK FROM WATERY GRAVE

Policeman Saves Fireman Who Fell Into Dock Last Night.

HAD STRUGGLE ON BANK

Man Was Unconscious When Taken Ashore, but Was Revived Later.

As he was going down perhaps for the last time in the dock, at the foot of Eighteenth Street, last night, Alfred Parker, a fireman of the Chesapeake and Ohio Railroad, was rescued by the prompt and heroic action of Policeman James Gary, who, at the risk of his own life, pulled the drowning man from the water and laid him unconscious on the ground.

Hearing screams for help, Officer Gary, who is doing duty in that neighborhood, ran to Eighteenth and Dock Streets, and there saw a figure struggling in the water. When the officer arrived the man was floating, with his head beneath the surface, and was in the act of going down. He was comparatively near the shore, and the policeman, who thought at first of diving in, saw that he might be able to reach the drowning man without such risk.

Securing a purchase with his hands, he knelt down on the edge of the embankment, and reaching out with one leg managed, with his foot under Parker's overcoat, to pull him a little nearer to shore. Parker regained for the moment a spark of consciousness and clutched at the rescuer as he came up to the embankment.

He nearly pulled Gary in with him, and the officer was just able to save himself. He was forced to release his hold on Parker, and the latter sank again. When once more he held and drew his man close to the bank, where he had to tug with might and main before he could draw the now unconscious form from the water.

Aid was summoned, and Parker, still unconscious, was borne to the First Police Station, where he was disrobed and where all necessary attention was given to him. For some time he remained in a stupor near the furnace, carefully wrapped in Gary's overcoat, while his clothes were hung out to dry. A friend came for him afterward, and he was taken to his home, No. 2521 East Franklin Street.

Parker was unable to account last night for his accident, but said that he did not throw himself into the dock, as he was with the aqua, he was allowed to depart in peace, friends forbearing to ask further questions.

SURPRISED FRIENDS

Well-Known Young Richmond People Married in Washington.

A private telegram received in this city announced the marriage in Washington, D. C., on Thursday, of Miss Mary Virginia Shiplett and Mr. Russell Gray Thomas, both of this city. Accompanied by her father, Mr. Shiplett, elder sister of the bride, the young people left Thursday morning, and, arriving in Washington, sought the Rev. Vernon E. Warner, formerly pastor of a Baptist Church in this city, and were married by that minister. The wedding was witnessed by members of the household, and by Miss Shiplett. The marriage was not an elopement, but was merely planned, and the friends of the couple were surprised to find that the young people had been so long apart. The bride is the third daughter of Mr. Mary D. Crump, of 2009 Floyd Avenue, and the groom is a well-known young man in this city. Mr. Thomas is equally well known and esteemed.

POT OF GREASE CAUSES FIRE

The overturning of a pot of grease in the kitchen yesterday threatened the Hotel Lawrence, at Twelfth and Main Streets, with destruction by fire, and caused great excitement in the business district.

Common Sense

If coffee don't agree, change to

POSTUM

"There's a Reason"

THREE OF CITY OFFICIALS WHO ARE OUT FOR PLACE NOW VACANT



HENRY P. BECK.

Work of Council at Meeting to Be Held Monday Night.

Three city officials, all of whom were connected with the Engineering Department during the long service of Colonel W. E. Cushman, are candidates for the office made vacant by his death. One of these applicants will be elected at a joint session of the two branches of the City Council, called for Monday evening next. Apparently, however, it has narrowed down to a contest between Mr. Bolling and Mr. Beck, with friends of Mr. Bolton still confident as to his chances.

Mr. Bolling is Superintendent of the Water Department, having served continuously in that capacity since 1883. Mr. Bolton is First Assistant Engineer, temporarily in charge of the office. Mr. Beck is Building Inspector, elected six months ago. Other candidates for City Engineer are C. P. E. Burgwyn and William P. Marshall. Sketches of the three city officials who are after the position have been prepared by their friends, as follows:

Charles E. Bolling. Superintendent of the Water Department, the son of Thomas Bolling, has lived in Richmond since boyhood. The most of his active life being devoted to the city's service. He was educated under Charles Morris, M. A. of the University of Virginia, whose school was located at Taylor's Creek in Hanover county. Mr. Bolling's early engineering work was on the Chesapeake and Ohio Railway, being first in the field with a locating party as rodman. A year later he was engaged in the Church Hill tunnel work and the extension of the Chesapeake and Ohio wharves in Fulton. For two years more he was assistant engineer with the railroad, part of which time he was engaged in locating and estimating the double-track from Gordonsville to Charlottesville.

A few months prior to election of Engineer Cushman he was offered a position in that office under City Engineer Charles Dimmock. He remained as assistant to Colonel Cushman for twelve years. While in that office in 1876, he passed an examination before the board of engineers, employed by the city of Norfolk, and was recommended to the Norfolk Council as a worthy, competent and able man. In a very exciting contest he was defeated by two votes.

Under Colonel Cushman Mr. Bolling was engaged largely in making surveys and maps, principally around and outside the city, to determine the drainage area of the watershed, which passed into the river through Shockoe and Gillie's Creeks. He had general supervision of work of various kinds; he planned and made surveys for street improvements, having been placed in direct control by Colonel Cushman of all work pertaining to the construction of the New Reservoir. He was resident engineer in charge of additions to the water pumps, which embraced the deepening and widening of the canal and masonry construction from the New Pump-House to Boshers' Dam. This property cost about \$400,000, and from its completion has been one of the city's most valuable assets. Having the most implicit faith in Mr. Bolling's ability, Colonel Cushman assigned him to make surveys for park and lake improvements near the New Reservoir; later he directed the sewerage lines along Shockoe Creek.

Mr. Bolling was elected superintendent of the department in 1883, since which time he has served continuously. He performed all duties as superintendent, planned the various additions to the works, which involved a careful study of topographical conditions, and how the city could be protected by a further extension of the pipes, so located as to furnish protection at least possible cost. As a result of thorough research he found that the best means of providing the citizens with good, clear and potable water was by means of sedimentation and coagulation. Subsequently he recommended to the Council the construction of the large settling basin, the plans of which he received the highest endorsement of Colonel Cushman, who had himself given years of study to the project. This work was also approved and endorsed by eminent scientists. In the Water Department Mr. Bolling adopted methods which are a model of their kind. Indeed, Mr. Bolling has been regarded as the most capable man in the service of the city.

HENRY P. BECK.

Born and raised in this city, entered the public schools at an early age, and graduated from the Richmond High School in 1877; attended the Mechanical Institute and took the course of engineering and kindred studies; first service with the Chesapeake and Ohio Railway as assistant draughtsman in the chief engineer's office in 1883; assistant engineer Richmond and Chesapeake Railroad (Eight Street tunnel); assistant engineer on Major Ginter's improvements in Henrico county; engineer Bluefield Water Works Company, Bluefield, W. Va.; engaged on the new City Hall and the survey of Lee District; engineer in charge of survey for the development of the water power in James River above Richmond in 1892; made survey for street railway and highway bridge connecting Forest Hill and Riverview in the same year; engineer at Cur's Neck, building roads and drainage; employed in making miscellaneous surveys in this vicinity; engineer for the Newport News Gas Company and the electric railway in 1896 and 1897; engineer on the Richmond extension of the Seaboard Air Line Railway; laid out a portion of the city of Norfolk, and was engineer in charge of the construction of the Virginia Electrical Railway and Development Company's conduit and tube system; resident engineer on the Richmond and Petersburg electric railway between Manchester and Chester, Va.; engineer in charge of construction of the conduit system of the Southern Bell Telephone and Telegraph Company; has had charge of the construction of practically every conduit built in this city; chief engineer in 1902 of the Suffolk and Carolina Railway (now the Norfolk and Southern); built the Elizabeth City extension (twenty-three miles), and built the terminals at Edenton, N. C., including the necessary grading at this terminal; engineer in charge of survey party for the location of the electric line to Ashland, Va.; engineer in charge of the West End gas holder in this city, including the erection of a new boiler-house and compression plant at the lower end of the city; engineer in charge of the construction of the White Oak Coal Company's terminal and storage plant; appointed Fourth Assistant City Engineer, Richmond, by the late City Engineer, Mr. Cushman, then City Engineer, on December 1, 1895; appointed to the position of Third Assistant City Engineer on July 1, 1906, by the late City Engineer, elected to the position of Building Inspector by the Council on July 7, 1907.

JACKSON BOLTON.

C. E. BOLLING.

Mr. Bolton's connection with the Engineering Department covers an unbroken period of thirty-six years, during which time he has had intimate knowledge of almost every transaction in the department. There are probably few men who have such thorough knowledge of the work of the Engineer's Department and of the engineering problems and necessities of the whole city. Mr. Bolton is a man whose personal integrity has never been questioned, and who commands in a singular and universal sense the respect and confidence of the community. His record for hard work and conscientiousness in the discharge of his duties is complete. Those who know him best feel that in view of his competency and long experience and intimate knowledge of every phase of work in the department, with his long, faithful service, he is, in a sense, entitled now to recognition and to an opportunity to show his ability in a position which frees him from subordination to any other.

His friends assert that the city could hardly secure a better combination than it would have in him, with his intimate knowledge, practically, of every line, grade, street, and alley, and of the great enterprises of the city, with the good sense and the judgment to enable him to select wisely a corps of assistants.

If, during the unexpired term of the late Engineer, Mr. Bolton should demonstrate his capacity and ability, the city could then continue him and preserve to the city the great store of knowledge which his long service has accumulated.

Two things can be safely asserted concerning him: First, that he possesses specific knowledge now concerning the Engineer's Department than any other person living, and, secondly, that we have in him a man of rigid integrity, industry, energy and conscientious devotion to duty.

THREE-CORNERED RACE

Messrs. Epps, Anthony and Smith Running for City Sergeant.

The death of Captain Robt. Le Masurier has opened a three-cornered race for City Sergeant next year—Mr. James C. Smith (Incumbent), Sheriff John E. Epps and Mr. James Anthony. Epps, who is a well-known element of the party and the military, and all the remaining candidates are hoping for a fair share of the vote.

The campaign will not become active for nearly a year, but those who desire to secure the position will not fail to remind their friends of their candidacy in the meantime.

DISCUSS GOOD ROADS AT T. P. A. MEETING

Governor Swanson, Superintendent Morgan and Others Will Speak To-Night.

Governor Swanson, Superintendent Morgan, of the Penitentiary, and Captain P. St. J. Wilson, State Highway Commissioner, will discuss the condition of the roads in the State to-night at the meeting of the State Board of Directors of the Travelers' Protective Association, The T. P. A.'s have started a movement to secure better highways throughout the State, and in order to be as well informed as possible of present conditions they invited the officials to confer with them to-night. The organization is compiling statistics secured from members in each county.

Mr. E. H. Barksdale, of Portsmouth, is chairman of the Good Roads Committee. Accompanied by several officers of the T. P. A., he will appear before the Legislature in behalf of good roads.

GANS-RADY COMPANY'S January Clearance Sale Offers

All Winter Overcoats at 33 Per Cent. Discount.

All Lightweight Overcoats at Reduced Prices.

All Cravenette Raincoats at Reduced Prices.

All Boys' Overcoats at 1.3 Off the Regular Price.

All Boys' Suits at From 25 to 40 Per Cent. Discount.

Our entire stock is involved in this stupendous Clearance Sale.

Gans-Rady Company

RAGLAND IS AFTER BOARD OF SAFETY

Delays Mandamus Proceedings So as to Include Mayor, Bolton and Shaw.

Instead of withdrawing the application for a writ of mandamus to compel Building Inspector Beck to issue a permit to John P. Ragland to erect several stores at Fifth and Grace Streets, Messrs. Nelson & Nelson, counsel for the complainant, yesterday had the hearing deferred until Tuesday, when a stronger card will be played. In the afternoon notice was served on Mayor McCarthy, Assistant City Engineer Bolton and Fire Chief Shaw, members of the Board of Public Safety, for the complaint, yesterday had the hearing deferred until Tuesday, when a stronger card will be played. In the afternoon notice was served on Mayor McCarthy, Assistant City Engineer Bolton and Fire Chief Shaw, members of the Board of Public Safety, for the complaint, yesterday had the hearing deferred until Tuesday, when a stronger card will be played. 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